



Chapter 7

Draft Section 4(f) Evaluation

7.0 Draft Section 4(f) Evaluation

7.1 Project Background

The Antelope Valley Major Investment Study (AV MIS) was conducted to evaluate alternate stormwater management, transportation improvements, and community revitalization actions in the central core of the City of Lincoln, Nebraska. The study, initiated in 1995, was undertaken by three Partners—the City of Lincoln, University of Nebraska-Lincoln (UNL), and the Lower Platte South Natural Resources District (LPSNRD). Plans of the Amended Draft Single Package are provided in Appendix I.¹

Results of extensive screening and public involvement proposed stormwater improvements that include a new open channel to reduce flood damages and remove 7 major portions of the City from the designated 100-year floodplain. Transportation improvements include two new major roadways, and elimination of four at-grade railroad crossings. Community revitalization actions include specific measures to improve and enhance neighborhood vitality, land-use patterns, downtown vitality, trail continuity, recreation, and health and human services. The result was the reasonable alternative that best meets the purposes and needs of the community.

7.1.1 Environmental Impact Statement

This Draft Section 4(f) Evaluation is circulated as part of the Environmental Impact Statement (EIS) for Antelope Valley. It has been prepared under the direction of the Federal Highway Administration (FHWA), the federal lead agency in the National Environmental Policy Act (NEPA) process. Other chapters of the EIS provide more information on the AV MIS, including its purpose and need and the preliminary evaluation of over 100 options and alternatives, and why they were or were not considered reasonable alternatives. The EIS carries forward the Partners' preferred alternative, referred to as the "Amended Draft Single Package." The process to condense and screen all of these actions and options is fully described in Chapter 2. The No-Action Alternative is considered in the DEIS analyses as a baseline alternative and here as an "avoidance" alternative. Potential of the Amended Draft Single Package and No-Action Alternative impacts on protected resources are disclosed below.

7.1.2 Applicability of Section 4(f)

Section 4(f) of the US Department of Transportation (DOT) Act of 1966 provides that the Secretary of the DOT shall not approve any program or project that requires land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or land of an historic (including archaeological) site of national, state, or local significance as determined by the officials having jurisdiction thereof unless there is no feasible and prudent alternative to the use of such land and such program or project includes all possible planning to minimize harm resulting from the

¹ Technical reports, which are identified in this EIS, are all incorporated by reference in this EIS. Appendix A provides a complete list of referenced reports. Copies of this EIS and the Antelope Valley Study Team reports are available for public viewing from the City of Lincoln-Lancaster County Planning Department, Suite 213, 555 South 10th Street, Lincoln, Nebraska, 68508. Copies of this EIS and Study Team reports are also available for viewing at city public libraries and available for purchase at Kinko's Copies, 1201 Q Street, Lincoln, Nebraska, 68508.

use. The word “use” in this case means property that is acquired for construction of a permanent transportation facility or, if not acquired that the project substantially impairs the intended use of the property.

When considering Section 4(f) requirements, there is also a need to consider transportation solutions that prudently and effectively serve the purpose and need of the project. Therefore, this Draft Section 4(f) Statement covers only those sites potentially having a use related to the *transportation* component of the Amended Draft Single Package. As is the case of the future Northeast Community Park and new adjacent roadways that are being jointly planned, there is no Section 4(f) impact. Park, recreational, and/or historic and archeological sites affected by stormwater management and/or community revitalization only are addressed in Chapter 4, Sections 4.7 and 4.18. These are not subject to Section 4(f) requirements. Some resources, however, that would be directly affected by stormwater management components that occur in part *as a result of* the transportation improvements are considered Section 4(f) resources.

Various measures to minimize harm are presented for each resource with a transportation use. These mitigation strategies are deemed reasonable, as well as feasible and prudent actions. Mitigation strategies selected for implementation will be included in the Record of Decision to assure they are properly carried out by the project applicants.

7.1.3 Transportation Alternatives

Chapter 1 provides an explanation of the AV MIS’s purpose and need. The Purpose and Need Statement was developed with extensive public involvement over a one-year period and was also thoroughly discussed in the NEPA Scoping meeting; it was not amended because of Scoping comments. It forms the rationale for evaluation of alternatives and the determinations of reasonableness are based on it. Two parts of the purpose and need statement are specifically related to transportation, including traffic operations and safety. Traffic operations and safety, as they relate to the AV MIS, as well as the Amended Draft Single Package’s means of meeting the purpose and need are summarized below:

<u>Purpose and Need</u>	<u>Amended Draft Single Package Solution</u>
Accommodate future traffic.	Design all roadways & intersections to appropriately accommodate projected traffic.
Provide missing north-south and east-west connections.	Provide new north-south and east-west roadways through central Lincoln.
Provide grade separations at three rail crossings.	Remove four grade crossings and provide new grade separations.
Remove traffic from neighborhood streets.	Provide new north-south and east-west roadways that are conveniently accessible and attractive to longer-distance traffic.

Chapter 2 builds on this foundation, providing a history of the systematic process used to develop, evaluate, and refine transportation alternatives into the optimal configuration of the Amended Draft Single Package. The avoidance of impacts to, or use of resources protected under Section 4(f) was (from the very beginning) a consideration in the alternative evaluation process and the identification of a preferred alternative. The reasonable alignments under evaluation thus represent the previous efforts to avoid or minimize Section 4(f) uses. During the current engineering studies, each of these alignments was further refined, with site-specific shifts in alignment location or character to avoid, where feasible and prudent, Section 4(f) involvement. Thus, the ultimately crafted Amended Draft Single Package optimally meets the study's eight parts of the purpose and need statement.

With the Amended Draft Single Package, a new North-South Roadway would be provided in the 19th Street corridor from K Street along the east side of the UNL City Campus, turning east around the east side of the Beadle Center, continuing north over the Burlington Northern Sante Fe (BNSF) Railroad mainline and connecting to 14th Street near Military Road. The downtown portion of the roadway would initially be four lanes and ultimately six lanes wide (depending on traffic demand), 2.9 kilometers (1.8 miles) long, and include a landscaped median. This new roadway would intersect a new East-West Roadway on structure at a signalized intersection. The East-West Roadway would be 5.3 kilometers (3.3 miles) long and would connect Avery Avenue, near 10th Street, to a new roadway on the north side of the BNSF Railroad mainline. It would continue north to Superior Street, where it would align with 33rd Street north of Superior Street now under construction.

A connection between the new East-West Roadway at 27th and Adams Streets would also be provided and would pass beneath the railroad mainline north of a proposed Northeast Community Park. The transportation improvements would improve traffic flow for through traffic, thereby removing traffic from neighborhood and UNL City Campus streets, as well as improve safety by closing and removing four at-grade railroad crossings. As mentioned above, one of the very important criteria used throughout the screening process that resulted in these alignments was to “adjust” alternatives to avoid Section 4(f) protected resources (see the foldout Amended Draft Single Package at the front of this EIS).

Selection of the No-Action Alternative would avoid all Section 4(f) involvement because the No-Action Alternative includes no actions that would impact resources qualifying for Section 4(f) protection.

7.1.4 Section 4(f) Resources

As discussed below, Section 4(f) resources within the study area (i.e., those that would be affected by the transportation components of the Amended Draft Single Package include both park/recreational resources and historic resources. There are a total of eight potential Section 4(f) uses. For each parkland or historic site potentially affected, this section includes a description of the relevant portion of the Amended Draft Single Package's transportation improvements, a description of the potentially affected

property and its current use, the potential use of the property from the proposed action; alternatives to avoid the Section 4(f) involvement and its potential effects, and identification of possible measures to mitigate the Amended Draft Single Package use if avoidance is not possible. For more complete descriptions refer to Chapter 2, Alternatives Considered and Appendix I for a plan set.

Park and Recreational Resources. The transportation improvements of the Amended Draft Single Package were developed to avoid use of park and recreational facilities to the greatest extent possible. Of the 19 park and recreational facilities within the study area, five would involve a Section 4(f) use for the transportation improvements of the Amended Draft Single Package (see Figure 7.1). The City of Lincoln owns three of these resources and two are owned by UNL—both study Partners. None of these five Section 4(f) resources were developed with Land and Water Conservation Fund money; therefore, there are no Section 6(f) resources affected by the Amended Draft Single Package.

Historic Resources. Working closely with the Nebraska State Historic Preservation Office (SHPO) as part of the AV MIS, the Study Team conducted cultural resource investigations of the study area, which included surveys of historic standing structures and archeological resources of more than 1 200 hectares (3,000 acres), or 600 city blocks. The surveys covered some of the oldest portions of Lincoln, including 14 of the City's oldest neighborhoods, parts of the downtown area, and much of the UNL City Campus. The Study Team evaluated 80 standing structures and tested 18 archeological sites. This information was used to develop the components of the Amended Draft Single Package to avoid impacts to historic resources to the extent possible.² See Appendix H for SHPO concurrence in the findings of the two referenced reports.

Based on the findings of the historic and archeological surveys within the study area, there are nine resources listed in the National Register of Historic Places (NRHP), 31 resources eligible for listing, three local or NRHP districts, and three archeological sites currently undetermined as to eligibility (because of denial of access by private property owners). Of these, three resources would be acquired as part of the Amended Draft Single Package transportation improvements (see Figure 7.2). Based on Section 106 consultation with the State Historic Preservation Office (SHPO) and the City of Lincoln Historic Planner, there would be no other direct use, nor "constructive use"* of historic properties associated with the transportation component.

For additional information on the cultural resources surveys, especially the resources with no Section 4(f) use, see Chapter 4, Section 4.18.

² The investigations are reported in the Antelope Valley Study Team reports, *Building Site forms and Architectural Assessment — National Register of Historic Places Eligibility: Antelope Valley Major Investment Study Area, Lincoln, Nebraska* (July 28, 1998) and *1997 Archaeological Inventory and Testing of the Antelope Valley Major Investment Study Area, Lincoln, Nebraska* (May 4, 1998). This later report is written for public distribution as provided by law.

* "Constructive use" occurs when proximity impacts (as contrasted to physical use) are so severe to a property protected under Section 4(f) that the protected nature of the property is substantially impaired.

Figure 7.1

Figure 7.2

7.2 The Section 4(f) Resources

This section addresses each of the nine Section 4(f) resource uses. For each site a description is provided of the Section 4(f) resource as well as a discussion of the potential Section 4(f) resource use for the Amended Draft Single Package. Discussion of avoidance alternatives, measures to minimize harm, and agency coordination are also provided below and summarized in Table 7.2 at the end of this chapter. A summary of the coordination activities is provided in Table 7.1, and coordination letters are provided in Appendix H.

7.2.1 Trago Park

Description of the Section 4(f) Resource. Trago Park is an approximately 3.4 hectare (8.5-acre) park owned by the City of Lincoln (Figure 7.2). The park is bounded by the Malone neighborhood to the north, south and east and the UNL City Campus on the west (see Figure 4.2 for neighborhood boundaries). The park is a general-use neighborhood park with a designated area for neighborhood basketball recreation. A picnic area and playground, available for general use by the public, are located near the adjacent Clyde T. Malone Community Center on Vine Street. It is the only large park in the vicinity. The distance between the Malone Center and UNL Beadle Center is 79 meters (260 feet). This corridor has been the subject of intense studies affecting the location of the Amended Draft Single Package transportation and stormwater components.

The picnic area is approximately 20 meters by 10 meters (70 feet by 30 feet) with benches and tables (some under an open shelter). The playground (renovated in 1999) is raised above the designated 100-year floodplain. It contains a variety of climbing and sliding structures. The two unlit basketball courts with four basketball hoops are 34 meters by 24 meters (110 feet by 80 feet) of asphalt surface.

The open areas are generally flat grass lawns (though sloping in the western area). Some areas have mature trees, sidewalks for walking and biking, as well as several benches. The City intends to construct public restrooms for park users later in 1999.

The park was created (following a 1988 Agreement between the University and the City) as a cooperative separation of UNL City Campus areas and City areas, respectively west and east of a stepped line. Trago Park land was assembled east of the line (accounting for the “stepped” western park boundary) from University and City owned lots plus some acquisitions.

The park is named for Trago McWillaims, an important catalyst for the African-American religious and cultural community. The northeast corner of the park was well known as the central gathering place for people of color in “T-Town” (from nearby T Street). It is here at “Doo Wop Corner” that an empty lot became the focal point for informal discussions and news gathering among families and area residents.

The Clyde T. Malone Community Center and the Malone Manor, senior citizen housing (named after another African-American civic leader from T-Town) are important activity

centers for African-Americans (and others). These buildings are located just north of Trago Park.

Nearby, south and west of the current park (south of the Beadle Center greenhouses) was an asphalt basketball court (with lighting) where the cultural rites of the youth of Malone were played out. Both the Malone Asphalt Basketball League and the Chocolate City Football League used this practice field until the late 1970's. Subsequently, this basketball court was physically "replaced" by the courts in the new Trago Park.

While many of the early T-Town minorities have moved to other areas of the City, and most of the buildings important to their history have been destroyed, there is still a strong African-American attachment to this area and its historical significance.

Use of the Section 4(f) Resources by the Amended Draft Single Package.

Although no park right-of-way (ROW) would be acquired for the transportation improvements, the location of the road just west of the park on UNL property requires the placement of the new Antelope Creek channel in the park. Therefore, use of the park by the stormwater channel is considered a Section 4(f) use.

Currently, the creek flows through an underground conduit near the park. Proposed stormwater management would directly change use of a small grassy undeveloped portion of the park for construction of a new channel, and as such, a new amenity for the west side of the park. The land and channel would continue to be designated public city park as the area is today. To minimize the use of, and harm to, the park land for the new stormwater channel, the west side of the channel would be defined by a retaining wall for the North-South Roadway located outside park right-of-way. Between O and T Streets, both sides of the channel would generally have 1:6 (6:1) side slopes allowing it to be used for public open space. Between T and Vine Streets, the typical west slope would be a mitigating retaining wall. The channel would not adversely impact or use the playground, picnic area, or basketball courts.

As part of the stormwater management and community revitalization measures, the park would be expanded to the west and south to R Street to restore its full area. As part of a community revitalization project, if approved, the City and the community would add active recreation facilities consisting of a multi-use field in the grassy area. Additional park expansion is proposed by the City between the east side of the new channel and the west side of 22nd Street and between R and O Streets. This area will complement the activity use areas on the west side of the channel with more passive uses on the east side.

The new channel would require a Section 4(f) use of 0.5 hectare (1.2 acres), consisting of 0.1 hectare (0.3 acre) for the channel bottom, 0.4 hectare (0.9 acre) for the channel side slopes, including 0.04 hectare (0.1 acre) for the trail. The entire 0.5 hectare (1.2 acres) would still be considered public open space; however, there would be a use change from minimal general use to more active use, including trails, and waterway. Additional parcels (approximately 2.8 hectares [7.1 acres]) would be added to public open space, including the new channel, trail, and landscaped corridor from Vine to Q

Streets. Two areas south of T Street (where the channel curves east) between the channel corridor and the existing park boundary would be added to Trago Park acreage.

The park is currently in an urban setting, with some existing level of traffic noise from Vine, R, and 19th Streets. Based on the noise evaluation of “worst-case” conditions (full build-out with stop-and-go traffic at Vine Street) and based on FHWA noise impact evaluation criteria, there would be some noise impacts to the portion of the park nearest the east edge of the channel. Resulting noise levels in this area would be approximately 66 dBA L_{eq}. These noise levels would be approximately 15 dBA L_{eq} over existing levels (see Chapter 4, Section 4.9 and Appendix B for additional information).

Table 7.1
SUMMARY OF COORDINATION ACTIVITIES
WITH OWNERS AND AGENCIES

DATE	COORDINATION	PARTICIPANTS	TITLE/AGENCY
June, July & August 1996	Three meetings to discuss relocation and improvement of trails	Darlene Tussing Elaine Hammer Ross Greathouse Marilyn Shea Dalyce Ronnau Mike Mjelde Joseph Stimpfl	Great Plains Trails Network Lincoln Trails Committee And others
3/23/98	Meeting with Study Team to inventory potential Section 4(f) use of UNL facilities	John Benson Stan Campbell	Facilities Director, UNL Institutional Research & Planning Director, UNL Campus Recreation
3/24/98	Meeting with Study Team to discuss potential impacts to State Fair Park facilities	John Skold	General Manager State Fair Park, Nebraska Board of Agriculture
3/25/98	Meeting with Study Team to inventory potential Section 4(f) use of City facilities	Lynn Johnson	City of Lincoln Parks & Recreation Dept
4/2/98	Teleconference with Study Team to discuss impacts to cultural resources	Stan Parks Stacy Stupka-Burda	Cultural Resources Contractor, UNL Cultural Resources Contractor, UNL
5/13/98	Meeting with Study Team to discuss Section 4(f) use and mitigation strategies	John Benson Stan Campbell John Ingram Butch Hug	Facilities Director, UNL Institutional Research & Planning Director, UNL Campus Recreation UNL Athletic Facilities & Events UNL Athletic Facilities & Events
5/13/98	Meeting with Study Team to discuss Section 4(f) use and mitigation strategies	Lynn Johnson	City of Lincoln Parks & Recreation Dept
5/15/98	Meeting with Study Team to discuss Section 4(f) resources, use, and mitigation strategies	Ed Kosola Lynn Johnson John Benson Stan Campbell John Ingram Butch Hug	Federal Highway Administration City of Lincoln Parks & Recreation Dept Facilities Director, UNL Institutional Research & Planning Director, UNL Campus Recreation UNL Athletic Facilities & Events UNL Athletic Facilities & Events

DATE	COORDINATION	PARTICIPANTS	TITLE/AGENCY
7/22/98	Meeting with Study Team to discuss Section 4(f) use of historic standing structures and previous field inspections	Greg Miller Ed Zimmer, PhD Peter Bleed, PhD Stan Parks Stacy Stupka-Burda	Preservation Historian, State Historic Pres. Office Historic Planner, City-County Planning Dept Cultural Resources Contractor, UNL Cultural Resources Contractor, UNL Cultural Resources Contractor, UNL
4/6/99 & 6/9/99	Two meetings to discuss Trails locations and design criteria.	Lynn Johnson Mike Brienzo Members	City of Lincoln Parks & Recreation City of Lincoln Planning Department Pedestrian/Bicycle Safety Committee

Source: AV Study Team

However, construction of a low (1 meter, or 3 foot minimum) solid concrete barrier wall at the top of the retaining wall would reduce noise levels to below criteria levels. The barrier wall would extend from Vine to S Streets, and would serve the dual purpose as a safety barrier and a noise deflector between the east edge of the roadway and the west edge of the stormwater channel, some five meters (15 feet) below. There would be public art forms on the wall and plantings along the roadway to minimize visual impacts.

The six-lane roadway would be constructed along a new alignment in an area where currently there is the Beadle Center driveway. The road itself would be at-grade (which is approximately 5 meters (15 feet) above the bottom of the excavated stormwater channel), and the concrete barrier wall would hide the view of the road from much of Trago Park. Thus, park users would be shielded from views of the roadway for up to 30 meters (100 feet) or more east of the channel. In addition, architectural treatments would be incorporated into the retaining wall to create visual interest.

Avoidance Alternatives and Their Impacts. Although no park right-of-way (ROW) would be acquired for the transportation improvements, the location of the road just west of the park on UNL property requires the placement of the new Antelope Creek channel in the park. A number of locations were considered for an open channel or an underground conduit as part of the AV MIS process (see Chapter 2). An open channel was ultimately considered more desirable and reasonable because it would provide a visual and environmental amenity that would attract economic reinvestment in the central core of the City, and would draw people from nearby and suburban locations for recreation activities along the channel. In addition, construction of an open channel would be considerably less expensive and less disruptive than an underground conduit in this location. The open channel best meets the study Purposes and Need Statement.

Over one dozen roadway alignment alternatives were considered for the section of the Amended Draft Single Package that would pass near Trago Park. The location of the stormwater channel would remain between the Beadle Center and Malone Center with those roadway options. And, even without the roadway next to it, the open channel would most likely require ROW from Trago Park because it would have a wider cross-section than UNL land available west of the park (because there would be no “engineering” need for the roadway retaining wall). A vertical-walled channel, which would minimize land changes and use impacts, is not reasonable for safety and

maintenance concerns and wouldn't create useable park land or have the same aesthetic value.

The following roadway options were evaluated for the North-South Roadway:

- East of the Beadle Center (as in the Amended Draft Single Package)
- West of the Beadle Center (Trago Park Avoidance Alternative A)
- One-way pair of roadways on either side of the Beadle Center (Trago Park Avoidance Alternative A with B, or B with the Amended Draft Single Package)
- East of Trago Park (Trago Park Avoidance Alternative C)
- East of the Beadle Center over an underground conduit (Trago Park Avoidance Alternative D)

All options except the Amended Draft Single Package were found to be flawed-- not feasible and prudent, and therefore, are also considered unreasonable (see Figure 7.3). The analyses are described below.

Roadway alternatives west of Beadle Center (A or B) would avoid noise impacts and visual impacts to Trago Park, but would divide the UNL City Campus (violating a Purpose & Need) and involve a Section 4(f) use recreational facilities at the Cather-Pound Residence Hall area of the campus. These impacts wouldn't occur with the Amended Draft Single Package. On 17th Street (A) this use would involve 270 meters (900 feet) of impact or 0.50 hectares (1.24 acres) including four of eight tennis courts and one of four soccer fields in the vicinity. On 19th Street (B) this use would involve 99 meters (325 feet) or 0.16 hectares (0.4 acres). This would require use of one of the four available soccer fields, in addition to the Amended Draft Single Package use of recreational fields and courts currently in the area to the north of Vine Street.

Alternatives with one-way pairs (A & B or B & Amended Draft Single Package) would reduce Trago Park noise impacts, but would still have visual impacts, divide the UNL City Campus, require use of recreational facilities used by the Amended Draft Single Package, and isolate the Beadle Center between the paired roadways. For 18-meter (60-foot) roadways, this would affect 0.59 hectares (1.47 acres) and for 38-meter (125-foot) roadways this use would affect 1.25 hectares (3.09 acres).

The alternative east of Trago Park (C) would have noise and visual impacts and, because the North-South Roadway would not be at the western edge of the current residential portion of the Malone neighborhood, would physically divide the Malone neighborhood. About 40 additional houses and businesses would be acquired for Avoidance Alternative C – more than the number for the entire preferred alternative. This would affect 328 meters (1,075 feet) of neighborhood impact. Access around the Cushman Plant would be restricted and likely cause hardship on factory operation. Also, two additional bridges would be required over the new channel and relocated Vine Street would be closer to the NRHP Whittier Junior High School. Avoidance Alternative C is the most unreasonable of all options studied. Besides the added acquisitions, the additional bridges, the impact on Cushman Plant, there would be Section 4(f) historic resource impacts:

Figure 7.3

- six additional eligible properties along O and 21st Streets
- one structure listed in the NRHP – Whittier Junior High School

Two of the eligible properties would need to be acquired and Whittier Junior High School would have the new North-South Roadway directly adjacent to its west wall (a low retaining wall would be built because the roadway would be lower than the school). The other eligible properties would be directly adjacent to the new roadway.

This roadway alignment itself is also the most unreasonable of the Avoidance Alternatives. To keep the present desirable termini, the new roadway would travel parallel to O Street along N Street and turn north to be close to and perpendicular with O Street. Then it would slide from east of 22nd Street to miss Trago Park to east of 21st Street. In this section, three large apartment buildings would be acquired. Between the Cushman Plant and Whittier Junior High School there would be no median or turning lanes because of the narrow right-of-way.

The development opportunity envisioned for the eastern portion of Downtown would be lost without the “new roadway address” or major traffic flows necessary to attract new commercial developments as provided by the Amended Draft Single Package.

The Amended Draft Single Package was the only alternative that served the study goals to maintain neighborhood and UNL City Campus cohesiveness. The screening, confirmed during the NEPA process, decided all the options just described were unreasonable as they did not satisfy all the Purposes & Need of the study. Thus, it is likely that the evaluated alternatives will not be determined as feasible and prudent alternatives to the selected North-South Roadway alignment because all possible alternatives have Section 4(f) use of protected resources at least as great as the preferred alternative.

Under the No-Action Alternative, Trago Park (as it is today) would not be affected by roadway noise or construction of the stormwater channel. However, without the channel, the park and the surrounding homes and businesses in the Malone neighborhood would remain within the designated 100-year floodplain. Structures located within the designated 100-year floodplain have a likelihood of periodic flooding and thus there are regulatory limitations on development. It is unlikely that small house or business owners could afford flood-proofing requirements if they wanted to fix up their buildings. What’s more, for these economic reasons related to construction in a floodplain, the Malone neighborhood would not benefit from the community revitalization aspects of the Amended Draft Single Package.

Additionally, while it may be deemed a feasible alternative, it is not considered likely to be prudent to leave the floodplain as it currently exists. Therefore, the No-Action Alternative does not meet the purposes and needs of the community and is not preferred.

Measures to Minimize Harm. All of the following items are considered mitigation strategies to minimize harm. All mitigation items would be built concurrently with the roadway and channel. Noise impacts to Trago Park would be minimized by the elevational differences between the at-grade roadway and the low-lying channel and

park nearest the roadway. Noise would be further mitigated by a low (1 meter, or 3 feet high minimum) barrier wall at the top of the retaining wall along the western edge of the stormwater channel. The barrier wall would also serve as a necessary safety feature separating the road and the five-meter (15-foot) drop to the bottom of the channel.

Trago Park would be visually enhanced by the addition of the new grassy channel, which would have an attractive and accessible waterway and landscaping. The channel in this area is designed with a gentle 1:6 (6:1) eastern side slope to maximize use and to minimize safety concerns for park users. The closest portion of the park would be below grade relative to the roadway, and would be visually hidden by the elevational difference and construction of a retaining wall and barrier wall designed with attractive visual features. The roadway would also be landscaped along the wall.

As part of the community revitalization component of the Amended Draft Single Package, the park would be expanded to the west and south so that the future level area of the park would be as large as today (without the channel). As proposed the public open space (both level and sloped areas combined) between O and Vine Streets, would nearly double in size. The expanded park would now include a multi-use ball field (if that were what the community coordination process decides during park design). The Rock Island Trail (RIT) would be relocated through the park, which would be an improvement over current on-street conditions. It would also extend all the way to Salt Creek rather than stopping at Vine Street. New lighting for the basketball courts and a major T-Town historical sign are considered desirable, too.

Coordination with Agencies. Several meetings were held with the City of Lincoln Parks and Recreation Department (see Table 7.1) to assess potential Amended Draft Single Package use of Trago Park, and to develop the proposed mitigation strategies to minimize harm and compensate for the Section 4(f) uses. Both the Amended Draft Single Package and the proposed mitigation are acceptable to the City of Lincoln. (See letter in Appendix H.)

7.2.2 Rock Island Trail

Description of the Section 4(f) Resource. The Rock Island Trail is the most heavily used hiker/biker trail in the City of Lincoln, with an average daily use of 1,600 riders. The trail currently begins at Old Cheney Road on the south and extends approximately eight kilometers (five miles) north to 19th and Vine Streets. Most of the 2.4 meter (8 feet) wide concrete trail is off-street. See Figure 4.9 for the trail system in the study area.

Within the study area, the Rock Island Trail runs through Antelope Park north to Capitol Parkway near 27th Street, where it then parallels Capitol Parkway on an off-street sidewalk. The trail swings away from Capitol Parkway through Antelope Park and then follows a paved off-street alignment to O Street. At approximately 20th and O Streets, the 2.4 meter (8 feet) wide concrete trail is designated on-street, and travels west one-half block to 19th Street. Crossing O Street, the trail becomes off-street again and is striped along the 1.2 meter (4 feet) wide 19th Street sidewalk. It continues north to R Street where it crosses over onto the west 3 meter (10 feet) wide concrete sidewalk

and is no longer striped. North of Vine Street the trail continues within UNL property, unstriped, until it reaches the sand volleyball and basketball courts at the Abel-Sandoz residence halls (see Figure 7.1).

Use of the Section 4(f) Resources by the Amended Draft Single

Package. The Rock Island Trail would be used by the North-South Roadway along 19th Street, from O to R Streets for 0.8 hectare (2.0 acres) or 366 meters and would also be relocated between N and Vine Streets for 610 meters (2,000 feet) concurrent with construction of the new channel (note there is overlap between the two segments). In this area, the trail would be relocated from the existing 19th Street sidewalk to the landscaped corridor along the east side of the new stormwater channel. The trail would follow the channel to the East-West Roadway, where many of the major trails in Lincoln would meet near the Devaney Center. The new trail would be concrete and at least 3.7 meters (12 feet) wide to accommodate expanded use. The Amended Draft Single Package would create a vital connection between the RIT and other City trails near downtown and the UNL City Campus.

Avoidance Alternatives and Their Impacts. To avoid use of the existing Rock Island Trail, preliminary alternatives looked at shifting the roadway alignment to either the east or west. See the Trago Park discussions in 7.2.1 (see Figure 7.3). Given the purpose and need and more severe Section 4(f) use caused by these other alternative alignments, they were thus not deemed reasonable and are not considered likely to be feasible and prudent alternatives.

Under the No-Action Alternative, the RIT would continue to be adversely affected by increasing traffic along O Street where the trail has an on-street designation and where there is concern over bike and driver safety issues. It would not extend northward nor connect with other trails.

Measures to Minimize Harm. Mitigation to minimize harm of the Section 4(f) use of the Rock Island Trail would include relocating the trail from the edge of the existing 19th Street ROW to the landscaped corridor along the east side of the new stormwater channel. The new location would enhance trail aesthetics and safety, and would provide increased connections to other City trails (part of the AV MIS's stated purpose and need). The trail would pass under all new bridges at major streets crossing the new channel, thereby eliminating bicycle and pedestrian-vehicle conflicts. This is an important safety and aesthetic improvement for trail users. The wide sidewalks of the North-South Roadway along 19th Street will also serve as secondary connector trails for local access.

Coordination with Agencies. Several meetings were held with members of the Great Plains Trails Network, Lincoln Trails Committee (predecessor of the Mayor's Bicycle-Pedestrian Safety Advisory Committee) and City of Lincoln Parks and Recreation (see Table 7.2) to assess Amended Draft Single Package use of the Rock Island Trail and to develop the proposed mitigation strategies to minimize harm and compensate for the uses. Plans for all trails in the study area were developed with participation of members of the Great Plains Trails Network and Mayor's Bicycle-

Pedestrian Safety Advisory Committee. Both the Amended Draft Single Package and the proposed mitigation are acceptable to the Committee and City.

7.2.3 Antelope Park (South Street Bridge)

Description of the Section 4(f) Resource. Antelope Park is a large city park extending from Capitol Parkway near N Street on the north to Sheridan Boulevard on the south along the former Rock Island Railroad ROW, and extending from Capitol Parkway near 27th Street to South Street along Antelope Creek. The park has many popular recreation facilities, including the Folsom Children's Zoo, Indoor Playground, Auld Recreation Center, Veteran's Memorial Garden, Sunken Gardens, Jim Ager Memorial Junior Golf Course, Muni Pool, Lewis Softball Fields, Rock Island Trail, and Billy Wolff Trail. It also contains the offices of the City Parks and Recreation Department.

Use of the Section 4(f) Resources by the Amended Draft Single Package. Along South Street at Antelope Park, there is an existing four-lane City owned bridge over Antelope Creek that needs to be lengthened to accommodate the proposed stormwater management (see Figure 7.4). The bridge would be lengthened to increase hydraulic capacity of the crossing. No additional traffic lanes would be added to the new bridge. At the bridge, Antelope Park has no designated use; however, the Billy Wolff Trail crosses South Street at grade a block east of the bridge.

Use of Antelope Park for the bridge lengthening would be minimal. It appears that the lengthened bridge would be kept within existing City and LPSNRD ROW. , Some slope re-grading would change park contours nearest the road; and is considered a Section 4(f) use of park land. A temporary construction easement on the parkland would be needed. Although the bridge has not been designed, it is estimated that the construction easement would require no more than a six-meter by 61-meter (20-foot by 200-foot) use of the park, a total of 0.04 hectare (0.1 acre). The construction easement is not considered a Section 4(f) use. The nearby Jim Ager Memorial Junior Golf Course would not be used nor would basketball courts in the vicinity. Upon completion, the Billy Wolff Trail would be relocated under the new bridge to eliminate one roadway crossing and improve safety. It would then go through the southeast corner of the park to connect to the current park portion of the trail.

Avoidance Alternatives and Their Impacts. Under the No-Action Alternative, the bridge would remain in place and no park use would be required. However, the bridge is under-sized, which prevents effective conveyance of water through the structure during periods of peak flow. Effective stormwater management is a central goal of the AV MIS, and not lengthening the bridge would compromise the goal and other channel improvements.

During final design, effort will be made to minimize Section 4(f) park use without impacting the existing businesses on the south side of South Street. Relocation of the road and bridge to other locations farther north or south of the existing street ROW is not likely to be considered feasible and prudent as these new routes would cut through

Figure 7.4

residential areas (south) or the park (north). Both changes were deemed greater harm to the community in general, and the north shift specifically to the Section 4(f) resource.

Measures to Minimize Harm. Mitigation measures to minimize harm include constructing the replacement bridge with greater hydraulic capacity and maintaining and improving the Billy Wolff Trail. The trail would be relocated along the channel right-of-way and under the new bridge structure to increase safety for trail users. Any areas impacted by construction would be regraded and reseeded comparable to existing conditions.

Coordination with Agencies. Several meetings were held with members of the Great Plains Trails Network, Lincoln Trails Committee and City of Lincoln Parks and Recreation Department (see Table 7.1) to assess use of Antelope Park and Billy Wolff Trail, and to develop the proposed mitigation strategies to minimize harm and compensate for the uses. Plans for all trails in the study area were developed with participation of members of the Great Plains Trails Network and Mayor's Bicycle-Pedestrian Advisory Committee. Both the Amended Draft Single Package and the proposed mitigation are acceptable to the Committee and City.

7.2.4 19th & Vine UNL Softball Fields and UNL Mud Volleyball Courts

Description of the Section 4(f) Resource. Two mud volleyball courts and three softball fields are located near the intersection of 19th and Vine Streets (see Figure 7.5). The facilities are owned and maintained by UNL, and are used by the UNL Department of Campus Recreation for intramural activities. UNL allows public use of the facilities when not in use by UNL. As a result, adjacent Malone neighborhood residents and others use the area.

Peak times of use for UNL events are late August to November, and late March to early May for intramural softball and kickball. The fields are generally used afternoons and evenings, Monday through Friday during these periods. There is limited use by the general public during these times of year. During the summer months, the facilities are primarily used by the general public, and the City Parks and Recreation Department rents the fields for use during summer tournaments. According to Stan Campbell, Director of Campus Recreation, the fields are open approximately 60 percent of the time in summer for use by the general public. During daylight hours in the summer, there is much use by children from the surrounding neighborhood.

The UNL Master Plan identifies a new parking garage at this location. Therefore, there would/would not be a Section 4(f) use, depending on the timing of the Antelope Valley and whether the UNL construction project comes first. This EIS and 4(f) Evaluation assumes Antelope Valley comes first.

Use of the Section 4(f) Resource by the Amended Draft Single Package. The proposed North-South Roadway and channel straightening would traverse the area where the softball fields and mud volleyball courts (see Figure 7.1) are located. Section 4(f) use of all five fields and courts would be caused by land

acquisition for the new roadway or channel. The Section 4(f) use would total 2.1 hectares (5.3 acres).

Avoidance Alternatives and Their Impacts. Any alternative alignments would require acquisition of major structures or a longer route through UNL (Avoidance Alternative A on Figure 7.5) or the neighborhood to the east of the Cushman plant (Avoidance Alternative B). To the west (Avoidance Alternative A) is UNL's high-rise Abel-Sandoz Residence Hall, soccer fields, and tennis courts along 17th Street and to the east (Avoidance Alternative B) is the several block large Cushman manufacturing plant. These are likely to be considered infeasible acquisitions and not prudent alternatives. Purchase of some 40 homes and businesses for extended Avoidance Alternative B is also not likely to be feasible and prudent. Further, Avoidance Alternative B would also pass right next to Whittier Junior High School listed in the (NRHP). Thus, there is no likely determination of any feasible and prudent alternative to completely avoid Section 4(f) use.

Under the No-Action Alternative, the five fields would remain in place. However, this alternative would fail to decrease traffic volumes on north-south streets through the UNL City Campus and adjacent neighborhoods and flooding would still occur if channel improvements were not built.

Measures to Minimize Harm. Since there are no feasible and prudent alternatives to avoid Section 4(f) use, the facilities would be mitigated through replacement elsewhere. The mud volleyball courts would be relocated by the university on campus along with the other existing basketball courts, sand volleyball courts, and horseshoe pits (see Section 7.2.5 below) in an area of campus already shown in the Campus plan for expansion of recreation activities. These facilities would continue to be available for UNL and public use.

As proposed by UNL, the three softball fields would be replaced at the new City Northeast Community Park on Leighton Street between 27th and 33rd Streets—approximately 1.6 kilometers (1.0 mile) to the northeast in the Clinton neighborhood. The proposed park would be developed jointly under an interlocal governmental cooperation agreement by the City and UNL, and as part of the community revitalization component of the Amended Draft Single Package. It would include youth recreation fields (soccer/flag football), concessions, parking, maintenance facilities, and a supervisor's area. In addition, one multi-use field would be developed at the City's Trago Park in the Malone neighborhood (see Section 7.2.1 above) if that were what the neighborhood desires.

Coordination with Agencies. Several meetings with UNL and the City of Lincoln Parks and Recreation Department (see Table 7.1) assessed the potential Amended Draft Single Package use of the facilities at 19th and Vine Streets, and to develop the proposed mitigation strategies to minimize harm and compensate for the uses. The Amended Draft Single Package and the proposed mitigation measures are acceptable to UNL and the City.

Figure 7.5

7.2.5 Abel-Sandoz UNL Basketball and Sand Volleyball Courts, and Horseshoe Pits

Description of the Section 4(f) Resource. Two basketball courts, two volleyball courts, and four horseshoe pits are located northeast of the Abel-Sandoz Residence Hall and north of the existing Antelope Creek channel. The facilities are owned by UNL and maintained by the UNL Department of Campus Recreation. There is no UNL policy limiting public use other than a rental fee schedule for club reservations. The facilities are used by neighborhood youth for walk-on activities.

Use of the Section 4(f) Resources by the Amended Draft Single Package. All recreation facilities listed would incur a Section 4(f) use by the Amended Draft Single Package (see Figure 7.1). The basketball courts would be used by the new stormwater channel construction and the volleyball courts would be used by the roadway construction. The horseshoe pits, although not required to meet ROW requirements, would be access separated from the rest of the UNL City Campus by the roadway and channel. The area of affected facilities totals 1.2 hectare (2.9 acres).

Avoidance Alternatives and Their Impacts. Any alternative alignments would require acquisition of major structures or a longer route through the UNL City Campus or neighborhoods to the east of the Cushman plant (see Figure 7.5). To the west is UNL's high-rise Abel-Sandoz Residence Hall and to the east is the large Cushman manufacturing plant, which are both likely to be considered infeasible acquisitions and not prudent. Purchase of some 40 homes and businesses for extended Avoidance Alternative B is also not likely to be considered feasible and prudent. In Avoidance Alternative B the roadway would be located right next to Whittier Junior High School listed in the (NRHP).

Under the No-Action Alternative, the five fields would remain in place. However, this alternative would fail to decrease traffic volumes on north-south streets through the UNL City Campus and adjacent neighborhoods. Also, the area would remain in the 100-year designated flood plain if the channel improvements were not built. Thus, the AV MIS's purpose and need would not be fully met.

Measures to Minimize Harm. The facilities would be relocated by the university to the remaining UNL City Campus (see Section 7.2.4 above) area already shown in the Campus Master Plan for expansion of recreation activities. Following redevelopment there would continue to be basketball courts, sand volleyball courts, mud volleyball courts, and horseshoe pits available for UNL and public use.

Coordination with Agencies. Several meetings were held with UNL and the City of Lincoln Parks and Recreation Department (see Table 7.1) to assess Amended Draft Single Package use of the facilities at the Abel-Sandoz Residence Hall, and to develop the proposed mitigation strategies to minimize harm and compensate for the uses. Both the Amended Draft Single Package and the proposed mitigation measures are acceptable to UNL and the City.

7.2.6 Multi-Component Site (25-LC90)

Description of the Section 4(f) Resource. This archeological site is located on a small land terrace near the confluence of Dead Mans Run and Salt Creek (see Figure 4.25). Prehistoric pottery, probably Central Plains Tradition, was observed on the surface. Other historic artifacts including whiteware, bottle glass, and structural debris, possibly related to a historic farmstead, was also found. The site is considered to have potential for prehistoric lithic material. The extent of the site is unknown because permission to conduct archeological investigations was denied by the property owner. The site is being considered eligible for the NRHP until results of an investigation are available.³

Use of the Section 4(f) Resources by the Amended Draft Single Package. Depending on the extent of the site, it would be impacted by construction of the roadway connector between the East-West Roadway and North 33rd Street; or it would be completely missed. It could also not be eligible for listing in the NRHP. This determination would not be made until access is provided to the site and suitable field research is done. In addition, even if the site is eligible and would be impacted by the transportation routes, it would not be considered a Section 4(f) use unless the site requires preservation in place.

Avoidance Alternatives and Their Impacts. There is some flexibility in moving the location of the roadway connector and thus there could be a feasible and prudent alternative. However, possible alternatives are unknown until the extent of the site is determined. Depending on the size of the site, impacts may be avoidable.

Under the No-Action Alternative, the East-West Roadway would not be constructed, the North 33rd Street connector would not be required, and the site could be avoided. The site, which is already zoned and platted for industrial use, however, may be lost to development in the future.

Measures to Minimize Harm. Appropriate mitigation to minimize harm is unknown at this time. If avoidance is not possible, the Partners are committed to providing excavation and recordation prior to roadway construction.

Coordination with Agencies. Several meetings have been held with SHPO and the City of Lincoln Historic Planner as part of the Section 106 consultation process. Consultation with the SHPO would continue through the next phases of design to assess the impacts of use and to develop appropriate mitigation strategies to minimize harm.

7.2.7 University Place Dump (25-LC99)

Description of the Section 4(f) Resource. The University Place Dump is a refuse dump that was used by the City in the early 1900s. The site may have earlier associations with the nearby Capital Mills or University Place Community. The site is

³ Should voluntary access continue to be denied, the City will exercise its rights for involuntary access after the Draft EIS public hearing and determination to proceed. Results of investigations will be reflected in the Final EIS.

located along a former oxbow of Salt Creek (see Figure 4.25). A large concentration of historic material was observed on the surface as well as evidence of recent excavations. The extent of the site is unknown because permission to conduct archeological investigations was denied by the property owner. The site is being considered eligible for the NRHP until results of an investigation are available.³

Use of the Section 4(f) Resources by the Amended Draft Single

Package. Impacts are unknown at this time. The alignment of the East-West Roadway appears to run along the side of the site. However, the extent of the site is unknown and impacts may be unavoidable. In addition, the site may become more accessible once the roadway is in place. It could also not be eligible for listing in the NRHP. This determination would not be made until access is provided to the site. In addition, even if the site is eligible and would be impacted by the transportation routes, it would not be considered a Section 4(f) use unless the site requires preservation in place.

Avoidance Alternatives and Their Impacts. There is some flexibility in moving the location of the East-West Roadway. However, possible alternatives are unknown until the extent of the site is determined.

Under the No-Action Alternative, the East-West Roadway would not be constructed and the site would be avoided. However, the site is already zoned and platted for industrial use, and however, would be lost to development in the future.

Measures to Minimize Harm. Appropriate mitigation is unknown at this time. If avoidance is not possible, the Partners are committed to providing excavation and recordation prior to roadway construction.

Coordination with Agencies. Several meetings have been held with the SHPO and the City of Lincoln Historic Planner as part of the Section 106 consultation process. Consultation with the SHPO would continue through the next phases of design to assess the impacts of use and to develop appropriate mitigation strategies to minimize harm.

7.2.8 Capital Mills Foundations (25-LC506)

Description of the Section 4(f) Resource. The Capital Mills site is the historic archeological remains of the first flour mill in Lancaster County. The grist mill was originally constructed on an oxbow of Salt Creek in the 1860s (see Figure 4.25). The mill was expanded in the 1880s and torn down in 1890. The site contains dressed limestone blocks thought to be remnants of the foundation. Artifacts recovered from test excavations on the publicly owned portion of the property include several bottles dating to the 1870s to 1880s, a ferrous buggy step, and large cut nails. Channeling of Dead Mans Run may have destroyed the western portion of the site. However, the extent of the site is unknown because permission to conduct archeological investigations was denied by the property owner to the east of the publicly owned ROW. The site is being considered eligible for the NRHP until results of an investigation are available.³

Use of the Section 4(f) Resources by the Amended Draft Single Package.

Impacts are unknown at this time. Although the current alignment of the East-West Roadway appears to miss the site, the extent of the site is unknown and use remains a possibility. It could also not be eligible for listing in the NRHP. This determination would not be made until access is provided to the site. In addition, even if the site is eligible and would be impacted by the transportation routes, it would not be considered a Section 4(f) use unless the site requires preservation in place.

Avoidance Alternatives and Their Impacts. There is some flexibility in moving the location of the East-West Roadway. However, possible alternatives are unknown until the extent of the site is determined.

Under the No-Action Alternative, the East-West Roadway would not be constructed and the site would be avoided. However, the privately owned portion of the site is already zoned and platted for industrial use, and would be lost to development in the future.

Measures to Minimize Harm. Appropriate mitigation is unknown at this time. If avoidance is not possible, the Partners are committed to providing excavation and recordation prior to roadway construction. A historic plaque and self-guided display will also be considered.

Coordination with Agencies. Several meetings have been held with the SHPO and the City of Lincoln Historic Planner as part of the Section 106 consultation process. Consultation with the SHPO would continue through the next phases of design to assess the impacts of use and to develop appropriate mitigation strategies to minimize harm.

7.3 Summary

Many possible alignments for the North-South and East-West Roadways have been studied at length, resulting in a consensus plan identified as the Amended Draft Single Package. Although there are known and eligible Section 4(f) resources in the study area, the Amended Draft Single Package avoids all use of the majority of the 19 parks and recreation areas and 37 sites listed in or eligible for listing in the NRHP. However, the transportation improvements would use portions of five Section 4(f) park and recreational resources, and may potentially use portions of three archeological sites (see Table 7.2). One of the five Section 4(f) uses would not be of concern if UNL constructs a parking garage prior to implementation of the Amended Draft Single Package. A Section 4(f) use of the archeological sites is considered unlikely. However, the study team has been unable to determine NRHP eligibility, site boundaries, impacts, and mitigation strategies to archeological sites because access has been denied by the property owners.

It should be noted that Section 4(f) applies only to National Register-eligible archeological sites that warrant preservation in place. Section 4(f) does not apply if the FHWA and SHPO determine that the archeological resources are important chiefly because of what can be learned by data recovery and have minimal value for preservation in place.

Study planning, inventory development, investigation and analysis of avoidance alternatives and measures to minimize harm (mitigation) have been coordinated with the:

- State Historic Preservation Office
- City of Lincoln Parks and Recreation Department
- City-County Planning Department–Historic Preservation
- UNL–Institutional Research and Planning
- UNL–Campus Recreation
- UNL–Athletic Facilities and Events
- Nebraska Board of Agriculture–State Fair Park

Based on the above considerations, it is believed that there are likely to be no feasible and prudent alternatives to the Amended Draft Single Package use of the identified park, recreation lands owned by the City or UNL, and privately owned archeological sites (assuming a “worst-case” scenario where all three archeological sites are determined to be eligible for the NRHP, may be unavoidably impacted by the Amended Draft Single Package, and require preservation in place). It is further believed that all means to minimize harm have been identified and that these means to minimize harm are satisfactory to the responsible local and state officials.

Table 7.2
SUMMARY OF POTENTIALLY IMPACTED SECTION 4(f) RESOURCES

4(f) Resource	Owner	Description of Use	Proposed Mitigation
Public Use Park & Recreation Resources:			
Trago Park	City of Lincoln	-Noise -Visual -Safety concerns -ROW acquisition for stormwater channel	-Grade separation of road from park (retaining wall) -Construct noise barrier wall, with visual features -Added landscaping -New park and channel to separate road from park -Add active recreation facilities (multi-use fields) -Construct picnic facilities -Construct relocated Rock Island trail through park (off-street)
Rock Island Trail	City of Lincoln	-Relocation of trail between O and Vine Streets	-Relocate trail along new stormwater channel -Eliminate on-street trail segments -Enhance facility: longer trail with more connections, fewer grade crossings, more pleasant aesthetics
Antelope Park (South Street Bridge)	City of Lincoln	- Requires construction easement along South Street for bridge to be lengthened over stormwater channel	-Relocate Billy Wolff Trail under South Street instead of across street for improved safety -Mitigate in-place with new bridge -Regrade, reseed construction easement -Landscape along golf course
19 th & Vine Street Softball Fields & Mud Volleyball Courts	UNL	-Acquisition of three softball fields -Acquisition of two mud volleyball courts	-Construct replacement softball fields at Northeast Community Park -Construct replacement mud volleyball courts on campus -Construct new Northeast Community Park to include youth recreation fields (soccer/flag football), maintenance facility, supervisors areas, concessions, parking)

4(f) Resource	Owner	Description of Use	Proposed Mitigation
Abel-Sandoz Basketball and Sand Volleyball Courts & Horseshoe Pits	UNL	-Acquisition of 2 basketball courts, 2 sand volleyball courts, & 4 horseshoe pits	-Construct replacement facilities nearby on campus including 2 basketball courts, 2 sand volleyball courts, 2 mud volleyball courts, & 4 horseshoe pits
Archeological Resources:			
Multi-Component Site (25-LC90)	Northgate Park, Inc.	-Unknown at this time (access denied to investigate)	Attempt to avoid adverse effect by adjusting the roadway alignment after the extent of the site is known
University Place Dump (25-LC99)	Northgate Park, Inc.	-Unknown at this time (access denied to investigate)	Attempt to avoid adverse effect by adjusting the roadway alignment after the extent of the site is known
Capital Place Dump (25-LC506)	Northgate Park, Inc.	-Unknown at this time (access denied to investigate)	Attempt to avoid adverse effect by adjusting the roadway alignment after the extent of the site is known

Source: AV Study Team

*UNL Master Plan shows a new parking structure at this location.